

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (Currently Amended) An arrangement for cooling recirculated exhaust gas and charge air in a motor vehicle with a turbocharger, comprising:

at least one heat exchanger for an ~~[[the]]~~ exhaust gas stream, ~~[[and]]~~

a charge air cooler ~~one heat exchanger~~ for a ~~[[the]]~~ charge air stream, and

a throttle member for controlling the coolant stream in the low temperature coolant circuit,

wherein the at least one heat exchanger for the exhaust gas stream and the charge air cooler ~~one heat exchanger for the charge air stream~~ are part of a common low temperature coolant circuit,

wherein the throttle member is configured to distribute the coolant stream between the at least one heat exchanger and the charge air cooler such that the coolant stream mainly flows through the at least one heat exchanger at low to medium engine loads and speeds and mainly flows through the charge air cooler at high engine loads and speeds.

2. (Currently Amended) The arrangement as claimed in claim 1, wherein the at least one heat exchanger and the charge air cooler ~~two heat exchangers~~ are connected in parallel in the low temperature coolant circuit such that the low temperature coolant circuit has two parallel-connected regions.

3. (Previously Presented) The arrangement as claimed in claim 1, wherein a pump is arranged in the low temperature coolant circuit.

4. (Previously Presented) The arrangement as claimed in claim 3, wherein the pump is controllable or switchable.

5. (Currently Amended) The arrangement as claimed in claim 3, wherein the pump is arranged upstream of a ~~[[the]]~~ branch-off of the low temperature coolant circuit.

6. (Previously Presented) The arrangement as claimed in claim 1, wherein part of the low temperature coolant circuit is an air-cooled low temperature coolant radiator.
7. (Currently Amended) The arrangement as claimed in claim 2 [[1]], wherein the [[a]] throttle member ~~for controlling the coolant stream in the low temperature coolant circuit~~ is arranged in one of the two parallel-connected regions of the low temperature coolant circuit.
8. (Currently Amended) The arrangement as claimed in claim 1 [[7]], wherein the throttle member is a controllable throttle valve.
9. (Currently Amended) The arrangement as claimed in claim 1 [[7]], wherein the throttle member comprises an expansion element.
10. (Currently Amended) The arrangement as claimed in claim 1 [[7]], wherein the throttle member is arranged at a [[the]] coolant outlet of the charge air cooler.
11. (Currently Amended) A method of cooling exhaust gas and charge air using the [[an]] arrangement of claim 1 ~~for cooling recirculated exhaust gas and charge air in a motor vehicle with a turbocharger, comprising at least one heat exchanger for the exhaust gas stream and one heat exchanger for the charge air stream, comprising: using the same wherein coolant of~~ [[from]] the [[same]] low temperature coolant circuit to cool both ~~is used for cooling the~~ recirculated exhaust gas and the charge air.
12. (Previously Presented) The method as claimed in claim 11, wherein more than 50% of the coolant is fed to the exhaust gas cooler at low and medium engine loads and speeds.
13. (Currently Amended) The method as claimed in claim 11, wherein more than 50% of the coolant is fed to the charge air cooler at high engine loads and speeds, ~~in particular in the full load range.~~

14. (New) The method as claimed in claim 13, wherein more than 50% of the coolant is fed to the charge air cooler in a full load range.

15. (New) The arrangement as claimed in claim 1, further comprising a turbocharger, wherein the arrangement is configured such that the exhaust gas stream is recirculated on a high pressure side of the at least one heat exchanger.

16. (New) The arrangement as claimed in claim 1, further comprising a turbocharger, wherein the arrangement is configured such that the exhaust gas stream is recirculated on a low pressure side of the at least one heat exchanger.